



DISABILITY AND COMMUNICATION ACCESS BOARD

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INTERPRETIVE OPINION

Pursuant to §103-50, Hawaii Revised Statutes (HRS), all buildings and facilities constructed by, or on behalf of the State or any county, shall conform to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and amendments. In accordance to HRS §103-50 and Chapter 11-217, Hawaii Administrative Rules, the Disability and Communication Access Board has authority to issue interpretive opinions to HRS §103-50 design standards.

Docket: **DCAB 2001-14:** Interpretive Opinion on ADAAG 4.7.7 Detectable Warnings on Curb Ramps and 4.29.2 Detectable Warnings on Walking Surfaces. Do the technical specifications for and the placement of detectable warnings for curb ramps as recommended below provide equal or greater access than ADAAG sections 4.7.7 and 4.29?

Summary: The suspension (finalized July 1994) by the Department of Justice (DOJ) and the Access Board on the detectable warning requirement in ADAAG 4.7.7 and 4.29.2 was not continued past July 26, 2001. (The requirement for detectable warnings at platform edges in transit stations has never been suspended (10.3.1(8)) and detectable warnings are still required at these locations.) Without the suspension, the technical specifications that caused its inception because of widespread discontent and disagreement are still required and enforceable by law. Two years of deliberations by the Public Rights-of-Way Access Advisory Committee (PROWAAC) resulted in consensus (Final Report January 10, 2001) that the recommendations for detectable warnings in their report were more favorable and provided equal or greater access to persons with disabilities than current ADAAG, i.e., *equivalent facilitation*.

Ruling: For buildings or facilities subject to HRS § 103-50,

ADAAG 4.7.7 Detectable Warnings on Curb Ramps and 4.29.2 Detectable Warnings on Walking Surfaces

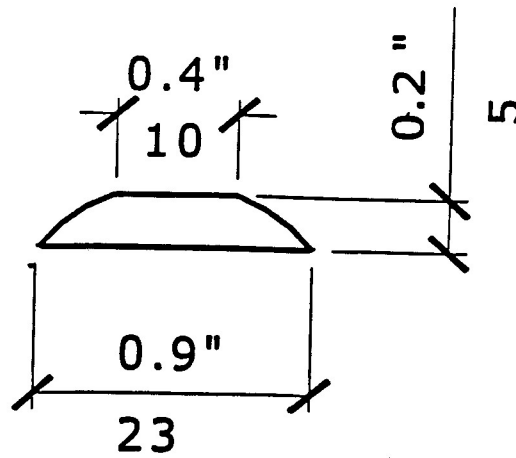
The following specifications for and the placement of detectable warnings for curb ramps may be provided in lieu of ADAAG 4.7.7 and 4.29:

Detectable warnings shall be 24 inches (610 mm) min. in the direction of travel and extend the full width of the curb ramp or flush surface. Truncated domes shall have a diameter of 0.9 inch (23 mm) at the bottom, a diameter of 0.4 inch (10 mm) at the top, a height of 0.2 inch (5 mm) and a center-to-center spacing of 2.35 inches (60 mm) measured along one side of a square arrangement. Domes shall be aligned on a square grid in the predominant direction of travel to permit wheels to roll between the domes. There shall be a minimum of 70 percent contrast in light reflectance between the detectable warning and an adjoining surface, or the detectable warning shall be "safety yellow". The material used to provide visual contrast shall be an integral part of the detectable warning surface. The detectable warning shall be located so that the edge nearest the curb line or other potential hazard is 6 to 8 inches (150 to 205 mm) from the curb line or other potential hazard, such as a reflecting pool edge or the edge of a transit platform. (see diagrams)

[Rul: 10/01] (Auth and Imp: HRS §103-50)

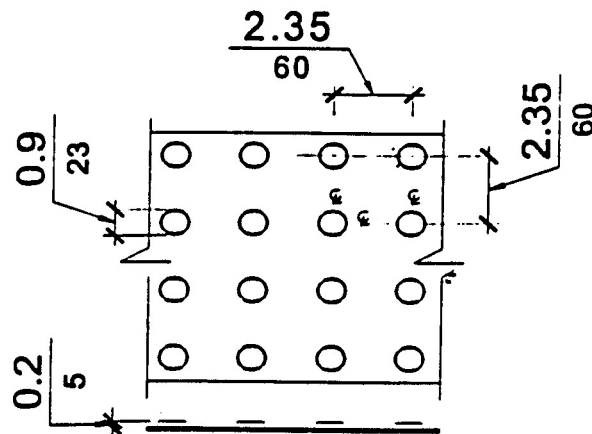
If you have any questions or comments regarding this ruling, please call us at 586-8121.

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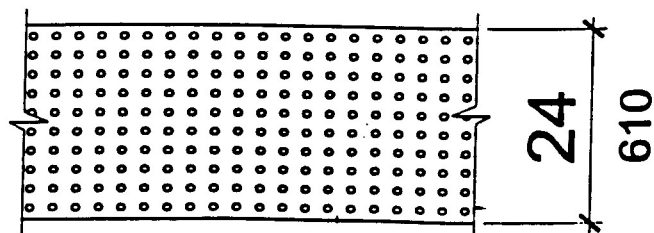
Dome Section

Section of dome from a detectable warning. Drawing shows height, top and bottom dimensions.



Dome Spacing

Plan and section views of detectable warning domes and their relative spacing on the x and y axis.



Dome Alignment

Plan view of a detectable warning surface showing domes aligned in rows, not skewed diagonally.